REMARKS

Claims 1-24 were pending at the time of the Office action with claims 4, 6, 17, and 22-24 withdrawn from consideration. As a result of this amendment, claim 1 has been amended, claims 2-6, and 19-24 have been canceled, and new claims 25-30 are now presented. No new matter has been added.

Claim Objections

The Examiner has objected to the use of the term "up to 180 degrees or less" as redundant. The Applicant has amended claim 1 to make the correction.

Claim Rejections -- 35 USC §102

The Examiner has rejected claims 1, 2, 5, 7, 8-14, 18, and 21 under 35 USC §102(b) as being anticipated by Johnson US 6,719,374.

The Applicant traverses the Examiner's rejection with regard to the claims, as amended, as well as the newly presented claims, for at least the following reasons:

Claim 1

Johnson '374 requires at least two "ballast chambers 23" positioned within the "groove-way 14" of the pressure side of the tubewell. The '374 ballast chambers are held in place by a "rigid conduit or plate-like member 34" and a "constricting cable 13". The ballast chambers are protected from collapsing under air pressure by the rigid conduit.

The present invention as recited in claim 1, as amended, now requires that the "cartridge is attached to a non-pressurized side of the tubewell of the tire/wheel assembly or a rim flange of the tire/wheel assembly". The present invention does not require a rigid conduit to prevent the cartridge from collapsing. Johnson does not show or teach a cartridge attached to the non-pressurized side of a tire/wheel assembly.

Claim 8

Claim 8 requires that the flowable media occupies the entire volume of the interior chamber. Johnson requires that the ballast chambers be "partially filled".

Claims 7, 9-14, and 18

The remaining rejected and non-canceled claims 7, 9-14, and 18 are dependent upon an allowable claim and are, therefore, believed to be in an allowable condition.

New Claim 25

Claim 25 requires the step of providing a tire/wheel assembly and determining a weight amount of an imbalance of the tire/wheel assembly and a location to correct the imbalance of the tire/wheel assembly using a tire/wheel assembly balancing equipment. Johnson does not show, teach, or suggest the step of determining a weight amount of an imbalance of the tire/wheel assembly and a location to correct the imbalance of the tire/wheel assembly using a tire/wheel assembly balancing equipment.

Claim 25 requires the step of attaching the at least one balance weight to a non-pressurized side of the tubewell of the tire/wheel assembly or a rim flange of the tire/wheel assembly. Johnson does not show, teach, or suggest the step of attaching a cartridge to the non-pressurized side of the wheel.

New Claim 26

Claim 26 requires the step of using a spin balance machine or a bubble balancer for determining a weight amount of an imbalance of the tire/wheel assembly and a location to correct the imbalance of the tire/wheel assembly. Johnson does not show, teach, or suggest the step of using a spin balance machine or a bubble balancer for determining a weight amount of an imbalance of the tire/wheel assembly and a location to correct the imbalance of the tire/wheel assembly.

New Claim 27

Claim 27 requires the step of verifying that the tire/wheel assembly is balanced using a tire/wheel assembly balance equipment. Johnson does not show, teach, or suggest the step of verifying that the tire/wheel assembly is balanced using a tire/wheel assembly balance equipment.

New Claim 28

Claim 28 requires the step of selecting a balance weight from a plurality of balance weights of different weights such that the weight of the selected balance weight matches the amount of weight imbalance of the tire/wheel assembly. Johnson does not show, teach, or suggest the step of selecting a balance weight related to the amount of weight imbalance of the tire/wheel assembly.

New Claim 29

Claim 29 requires the step of providing an assembled and pressurized tire/wheel assembly and determining a weight amount of an imbalance of the tire/wheel assembly and a location to correct the imbalance of the tire/wheel assembly using a tire/wheel assembly balancing equipment. . Johnson does not show, teach, or suggest the step of determining the weight amount of imbalance and the location to correct the imbalance.

Claim 29 requires the step of providing at least one balance weight corresponding to the weight of the amount of the imbalance of the tire/wheel assembly. Johnson does not show, teach, or suggest the step of at least one balance weight corresponding to the weight of the amount of the imbalance of the tire/wheel assembly.

Claim 29 requires the step of adhesively attaching the at least one balance weight to a non-pressurized side of the tubewell of the tire/wheel assembly at the determined location to correct the imbalance such that the tire/wheel assembly is balanced. Johnson does not show, teach, or suggest the step of adhesively attaching the at least one balance weight to a non-pressurized side of the tubewell of the tire/wheel assembly at the determined location of imbalance such that the tire/wheel assembly is balanced.

New Claim 30

Claim 30 requires the step of verifying that the tire/wheel assembly is balanced using a tire/wheel assembly balance equipment. Johnson does not show, teach, or suggest the step of verifying that the tire/wheel assembly is balanced using a tire/wheel assembly balance equipment.

Claim Rejections -- 35 USC §103

The Examiner has rejected claims 3, 8, 15, and 16 under 35 USC §103(a) as being unpatentable over Johnson in view of Pierce '690. The Examiner states that it would have been

obvious to use adhesive of Pierce '690 to attach the balancing device of Johnson to the wheel rim and eliminate the need for the cable to attach it to the wheel.

The Applicant traverses the Examiner's rejection with respect to claim 3, now canceled, as the subject matter has been incorporated into claim 1, as amended. In Johnson, the ballast chambers are held against the wheel by the plate-like member 34 and not directly attached to the pressurized side of the tubewell of the wheel. Eliminating the cable will leave nothing to hold the plate-like member in position such that the internal air pressure will not collapse the ballast chambers. Accordingly, Johnson teaches away from using an adhesive for its ballast chambers.

The remaining rejected and non-canceled claims 8, 15, and 16 are dependent upon an allowable claim and are, therefore, believed to be in an allowable condition.

New Claims

The new claims are related to original claim 21. The new claims require the use of the cartridge balance weight to correct an amount of imbalance at a particular location on the tire/wheel assembly. The claims are fully supported in the specification at paragraphs [0024], [0025], and [0026]. No new matter has been added.

Prompt consideration of this application and allowance of the claims are requested. If the Examiner should have any question regarding this application or the amendment, a call to Applicant's attorney would be appreciated.

Respectfully submitted,

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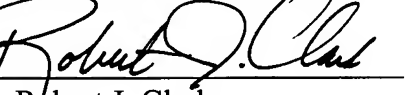
By 

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